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**CALCULATED LANDING TIME-** A term that may be used in place of tentative or actual calculated landing time, whichever applies.

**CALL UP-** Initial voice contact between a facility and an aircraft, using the identification of the unit being called and the unit initiating the call.

(Refer to AIM.)

**CALL FOR RELEASE-** Wherein the overlying ARTCC requires a terminal facility to initiate verbal coordination to secure ARTCC approval for release of a departure into the en route environment.

**CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE-** That portion of Canadian domestic airspace within which MNPS separation may be applied.

**CARDINAL ALTITUDES-** "Odd" or "Even" thousand-foot altitudes or flight levels; e.g., 5,000, 6,000, 7,000, FL 250, FL 260, FL 270.

(See ALTITUDE.)

(See FLIGHT LEVEL.)

**CARDINAL FLIGHT LEVELS-**

(See CARDINAL ALTITUDES.)

**CAT-**

(See CLEAR-AIR TURBULENCE.)

**CDT PROGRAMS-**

(See CONTROLLED DEPARTURE TIME PROGRAMS.)

**CEILING-** The heights above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."

(See ICAO term CEILING.)

**CEILING [ICAO]-** The height above the ground or water of the base of the lowest layer of cloud below 6,000 meters (20,000 feet) covering more than half the sky.

**CENRAP-**

(See CENTER RADAR ARTS PRESENTATION/PROCESSING.)

**CENRAP-PLUS-**

(See CENTER RADAR ARTS PRESENTATION/PROCESSING-PLUS.)

**CENTER-**

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

**CENTER'S AREA-** The specified airspace within which an air route traffic control center (ARTCC) provides air traffic control and advisory service.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(Refer to AIM.)

**CENTER RADAR ARTS PRESENTATION/PROCESSING-** A computer program developed to provide a back-up system for airport surveillance radar in the event of a failure or malfunction. The program uses air route traffic control center radar for the processing and presentation of data on the ARTS IIA or IIA displays.

**CENTER RADAR ARTS PRESENTATION/PROCESSING-PLUS-** A computer program developed to provide a back-up system for airport surveillance radar in the event of a terminal secondary radar system failure. The program uses a combination of Air Route Traffic Control Center Radar and terminal airport surveillance radar primary targets displayed simultaneously for the processing and presentation of data on the ARTS IIA or IIA displays.

**CENTER WEATHER ADVISORY-** An unscheduled weather advisory issued by Center Weather Service Unit meteorologists for ATC use to alert pilots of existing or anticipated adverse weather conditions within the next 2 hours. A CWA may modify or redefine a SIGMET.

(See AWW.)

(See SIGMET.)

(See CONVECTIVE SIGMET.)

(See AIRMET.)

(Refer to AIM.)

**CENTRAL EAST PACIFIC-** An organized route system between the U.S. West Coast and Hawaii.

**CEP-**

(See CENTRAL EAST PACIFIC.)

**CERAP-**

(See COMBINED CENTER-RAPCON.)

**CERTIFIED TOWER RADAR DISPLAY (CTRD)-** A radar display that provides a presentation of primary, beacon radar videos, and alphanumeric data from an Air Traffic Control radar system, which is certified by the FAA to provide radar services. Examples include Digital Bright Radar Indicator Tower Equipment

**(DBRITE), Tower Display Workstation (TDW) and BRITE.**

**CFR-**

(See CALL FOR RELEASE.)

**CHAFF-** Thin, narrow metallic reflectors of various lengths and frequency responses, used to reflect radar energy. These reflectors when dropped from aircraft and allowed to drift downward result in large targets on the radar display.

**CHARTED VFR FLYWAYS-** Charted VFR Flyways are flight paths recommended for use to bypass areas heavily traversed by large turbine-powered aircraft. Pilot compliance with recommended flyways and associated altitudes is strictly voluntary. VFR Flyway Planning charts are published on the back of existing VFR Terminal Area charts.

**CHARTED VISUAL FLIGHT PROCEDURE APPROACH-** An approach conducted while operating on an instrument flight rules (IFR) flight plan which authorizes the pilot of an aircraft to proceed visually and clear of clouds to the airport via visual landmarks and other information depicted on a charted visual flight procedure. This approach must be authorized and under the control of the appropriate air traffic control facility. Weather minimums required are depicted on the chart.

**CHASE-** An aircraft flown in proximity to another aircraft normally to observe its performance during training or testing.

**CHASE AIRCRAFT-**

(See CHASE.)

**CIRCLE-TO-LAND MANEUVER-** A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or is not desirable. At tower controlled airports, this maneuver is made only after ATC authorization has been obtained and the pilot has established required visual reference to the airport.

(See CIRCLE TO RUNWAY.)

(See LANDING MINIMUMS.)

(Refer to AIM.)

**CIRCLE TO RUNWAY (RUNWAY NUMBER)-** Used by ATC to inform the pilot that he must circle to land because the runway in use is other than the runway aligned with the instrument approach procedure. When the direction of the circling maneuver in relation to the airport/runway is required, the controller will state the direction (eight cardinal compass points) and specify a left or right downwind or base leg as appropriate; e.g., "Cleared VOR Runway Three Six Approach circle to

Runway Two Two," or "Circle northwest of the airport for a right downwind to Runway Two Two."

(See CIRCLE-TO-LAND MANEUVER.)

(See LANDING MINIMUMS.)

(Refer to AIM.)

**CIRCLING APPROACH-**

(See CIRCLE-TO-LAND MANEUVER.)

**CIRCLING MANEUVER-**

(See CIRCLE-TO-LAND MANEUVER.)

**CIRCLING MINIMA-**

(See LANDING MINIMUMS.)

**CLASS A AIRSPACE-**

(See CONTROLLED AIRSPACE)

**CLASS B AIRSPACE-**

(See CONTROLLED AIRSPACE)

**CLASS C AIRSPACE-**

(See CONTROLLED AIRSPACE)

**CLASS D AIRSPACE-**

(See CONTROLLED AIRSPACE)

**CLASS E AIRSPACE-**

(See CONTROLLED AIRSPACE)

**CLASS G AIRSPACE-** That airspace not designated as Class A, B, C, D or E.

**CLEAR-AIR TURBULENCE-** Turbulence encountered in air where no clouds are present. This term is commonly applied to high-level turbulence associated with wind shear. CAT is often encountered in the vicinity of the jet stream.

(See WIND SHEAR.)

(See JET STREAM.)

**CLEAR OF THE RUNWAY-**

a. A taxiing aircraft, which is approaching a runway, is clear of the runway when all parts of the aircraft are held short of the applicable holding position marking.

b. A pilot or controller may consider an aircraft, which is exiting or crossing a runway, to be clear of the runway when all parts of the aircraft are beyond the runway edge and there is no ATC restriction to its continued movement beyond the applicable holding position marking.

c. Pilots and controllers shall exercise good judgment to ensure that adequate separation exists between all aircraft on runways and taxiways at airports with inadequate runway edge lines or holding position markings.

**CLEARANCE-**

(See AIR TRAFFIC CLEARANCE.)

**CLEARANCE LIMIT-** The fix, point, or location to which an aircraft is cleared when issued an air traffic clearance.

(See ICAO term **CLEARANCE LIMIT**.)

**CLEARANCE LIMIT [ICAO]-** The point of which an aircraft is granted an air traffic control clearance.

**CLEARANCE VOID IF NOT OFF BY (TIME)-**

Used by ATC to advise an aircraft that the departure clearance is automatically canceled if takeoff is not made prior to a specified time. The pilot must obtain a new clearance or cancel his IFR flight plan if not off by the specified time.

(See ICAO term **CLEARANCE VOID TIME**.)

**CLEARANCE VOID TIME [ICAO]-** A time specified by an air traffic control unit at which a clearance ceases to be valid unless the aircraft concerned has already taken action to comply therewith.

**CLEARED AS FILED-** Means the aircraft is cleared to proceed in accordance with the route of flight filed in the flight plan. This clearance does not include the altitude, DP, or DP Transition.

(See **REQUEST FULL ROUTE CLEARANCE**.)

(Refer to AIM.)

**CLEARED (Type of) APPROACH-** ATC authorization for an aircraft to execute a specific instrument approach procedure to an airport; e.g., "Cleared ILS Runway Three Six Approach."

(See **INSTRUMENT APPROACH PROCEDURE**.)

(See **APPROACH CLEARANCE**.)

(Refer to AIM.)

(Refer to FAR Part 91.)

**CLEARED APPROACH-** ATC authorization for an aircraft to execute any standard or special instrument approach procedure for that airport. Normally, an aircraft will be cleared for a specific instrument approach procedure.

(See **INSTRUMENT APPROACH PROCEDURE**.)

(See **CLEARED (TYPE OF) APPROACH**.)

(Refer to AIM.)

(Refer to Part 91.)

**CLEARED FOR TAKEOFF-** ATC authorization for an aircraft to depart. It is predicated on known traffic and known physical airport conditions.

**CLEARED FOR THE OPTION-** ATC authorization for an aircraft to make a touch-and-go, low approach, missed approach, stop and go, or full stop landing at the discretion of the pilot. It is normally used in training so

that an instructor can evaluate a student's performance under changing situations.

(See **OPTION APPROACH**.)

(Refer to AIM.)

**CLEARED THROUGH-** ATC authorization for an aircraft to make intermediate stops at specified airports without refiling a flight plan while en route to the clearance limit.

**CLEARED TO LAND-** ATC authorization for an aircraft to land. It is predicated on known traffic and known physical airport conditions.

**CLEARWAY-** An area beyond the takeoff runway under the control of airport authorities within which terrain or fixed obstacles may not extend above specified limits. These areas may be required for certain turbine-powered operations and the size and upward slope of the clearway will differ depending on when the aircraft was certificated.

(Refer to FAR Part 1.)

**CLIMBOUT-** That portion of flight operation between takeoff and the initial cruising altitude.

**CLIMB TO VFR-** ATC authorization for an aircraft to climb to VFR conditions within Class B, C, D, and E surface areas when the only weather limitation is restricted visibility. The aircraft must remain clear of clouds while climbing to VFR.

(See **SPECIAL VFR CONDITIONS**.)

(Refer to AIM.)

**CLOSE PARALLEL RUNWAYS-** Two parallel runways whose extended centerlines are separated by less than 4,300 feet, having a Precision Runway Monitoring (PRM) system that permits simultaneous independent ILS approaches.

**CLOSED RUNWAY-** A runway that is unusable for aircraft operations. Only the airport management/military operations office can close a runway.

**CLOSED TRAFFIC-** Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern.

**CLOUD-** A cloud is a visible accumulation of minute water droplets and/or ice particles in the atmosphere above the Earth's surface. Cloud differs from ground fog, fog, or ice fog only in that the latter are, by definition, in contact with the Earth's surface.

**CLT-**

(See **CALCULATED LANDING TIME**.)

**CLUTTER-** In radar operations, clutter refers to the reception and visual display of radar returns caused by

precipitation, chaff, terrain, numerous aircraft targets, or other phenomena. Such returns may limit or preclude ATC from providing services based on radar.

(See GROUND CLUTTER.)

(See CHAFF.)

(See PRECIPITATION.)

(See TARGET.)

(See ICAO term RADAR CLUTTER.)

**CMNPS-**

(See CANADIAN MINIMUM NAVIGATION  
PERFORMANCE SPECIFICATION AIRSPACE.)

**COASTAL FIX-** A navigation aid or intersection where an aircraft transitions between the domestic route structure and the oceanic route structure.

**CODES-** The number assigned to a particular multiple pulse reply signal transmitted by a transponder.

(See DISCRETE CODE.)

**COMBINED CENTER-RAPCON-** An air traffic facility which combines the functions of an ARTCC and a radar approach control facility.

(See AIR ROUTE TRAFFIC CONTROL CENTER.)

(See RADAR APPROACH CONTROL FACILITY.)

**COMMON POINT-** A significant point over which two or more aircraft will report passing or have reported passing before proceeding on the same or diverging tracks. To establish/maintain longitudinal separation, a controller may determine a common point not originally in the aircraft's flight plan and then clear the aircraft to fly over the point.

(See SIGNIFICANT POINT.)

**COMMON PORTION-**

(See COMMON ROUTE.)

**COMMON ROUTE-** That segment of a North American Route between the inland navigation facility and the coastal fix.

**COMMON TRAFFIC ADVISORY FREQUENCY (CTAF)-** A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. The CTAF may be a UNICOM, Multicom, FSS, or tower frequency and is identified in appropriate aeronautical publications.

(Refer to AC 90-42, Traffic Advisory Practices at Airports Without Operating Control Towers.)

**COMPASS LOCATOR-** A low power, low or medium frequency (L/MF) radio beacon installed at the site of the outer or middle marker of an instrument landing

system (ILS). It can be used for navigation at distances of approximately 15 miles or as authorized in the approach procedure.

**a. Outer Compass Locator (LOM)-** A compass locator installed at the site of the outer marker of an instrument landing system.

(See OUTER MARKER.)

**b. Middle Compass Locator (LMM)-** A compass locator installed at the site of the middle marker of an instrument landing system.

(See MIDDLE MARKER.)

(See ICAO term LOCATOR.)

**COMPASS ROSE-** A circle, graduated in degrees, printed on some charts or marked on the ground at an airport. It is used as a reference to either true or magnetic direction.

**COMPOSITE FLIGHT PLAN-** A flight plan which specifies VFR operation for one portion of flight and IFR for another portion. It is used primarily in military operations.

(Refer to AIM.)

**COMPOSITE ROUTE SYSTEM-** An organized oceanic route structure, incorporating reduced lateral spacing between routes, in which composite separation is authorized.

**COMPOSITE SEPARATION-** A method of separating aircraft in a composite route system where, by management of route and altitude assignments, a combination of half the lateral minimum specified for the area concerned and half the vertical minimum is applied.

**COMPULSORY REPORTING POINTS-** Reporting points which must be reported to ATC. They are designated on aeronautical charts by solid triangles or filed in a flight plan as fixes selected to define direct routes. These points are geographical locations which are defined by navigation aids/fixes. Pilots should discontinue position reporting over compulsory reporting points when informed by ATC that their aircraft is in "radar contact."

**CONFLICT ALERT-** A function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between tracked targets (known IFR or VFR aircraft) that require his/her immediate attention/action.

(See MODE C INTRUDER ALERT.)

**CONFLICT RESOLUTION-** The resolution of potential conflicts between aircraft that are radar identified and in communication with ATC by ensuring that

radar targets do not touch. Pertinent traffic advisories shall be issued when this procedure is applied.

Note: This procedure shall not be provided utilizing mosaic radar systems.

**CONFORMANCE**– The condition established when an aircraft's actual position is within the conformance region constructed around that aircraft at its position, according to the trajectory associated with the aircraft's Current Plan.

**CONFORMANCE REGION**– A volume, bounded laterally, vertically, and longitudinally, within which an aircraft must be at a given time in order to be in conformance with the Current Plan Trajectory for that aircraft. At a given time, the conformance region is determined by the simultaneous application of the lateral, vertical, and longitudinal conformance bounds for the aircraft at the position defined by time and aircraft's trajectory.

**CONSOLAN**– A low frequency, long-distance NAV-AID used principally for transoceanic navigations.

**CONTACT**–

a. Establish communication with (followed by the name of the facility and, if appropriate, the frequency to be used).

b. A flight condition wherein the pilot ascertains the attitude of his aircraft and navigates by visual reference to the surface.

(See CONTACT APPROACH.)

(See RADAR CONTACT.)

**CONTACT APPROACH**– An approach wherein an aircraft on an IFR flight plan, having an air traffic control authorization, operating clear of clouds with at least 1 mile flight visibility and a reasonable expectation of continuing to the destination airport in those conditions, may deviate from the instrument approach procedure and proceed to the destination airport by visual reference to the surface. This approach will only be authorized when requested by the pilot and the reported ground visibility at the destination airport is at least 1 statute mile.

(Refer to AIM.)

**CONTAMINATED RUNWAY**– A runway is considered contaminated whenever standing water, ice, snow, slush, frost in any form, heavy rubber, or other substances are present. A runway is contaminated with respect to rubber deposits or other friction-degrading substances when the average friction value for any 500-foot segment of the runway within the ALD fails below the recommended minimum friction level and

the average friction value in the adjacent 500-foot segments falls below the maintenance planning friction level.

**CONTERMINOUS U.S.**– The 48 adjoining States and the District of Columbia.

**CONTINENTAL UNITED STATES**– The 49 States located on the continent of North America and the District of Columbia.

**CONTINUE**– When used as a control instruction should be followed by another word or words clarifying what is expected of the pilot. Example: "continue taxi", "continue descent", "continue inbound" etc.

**CONTROL AREA [ICAO]**– A controlled airspace extending upwards from a specified limit above the earth.

**CONTROLLED AIRSPACE**– An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

a. Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace.

b. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements in FAR Part 91 (for specific operating requirements, please refer to FAR Part 91). For IFR operations in any class of controlled airspace, a pilot must file an IFR flight plan and receive an appropriate ATC clearance. Each Class B, Class C, and Class D airspace area designated for an airport contains at least one primary airport around which the airspace is designated (for specific designations and descriptions of the airspace classes, please refer to FAR Part 71).

c. Controlled airspace in the United States is designated as follows:

1. **CLASS A**– Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska. Unless otherwise authorized, all persons must operate their aircraft under IFR.

2. **CLASS B**– Generally, that airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored and consists of a surface area and two or more layers (some Class B airspace areas resemble upside-down wedding

cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. The cloud clearance requirement for VFR operations is "clear of clouds."

**3. CLASS C-** Generally, that airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and that have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a 5 nautical mile (NM) radius, an outer circle with a 10NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation and an outer area. Each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace. VFR aircraft are only separated from IFR aircraft within the airspace.

(See OUTER AREA)

**4. CLASS D-** Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures. Arrival extensions for instrument approach procedures may be Class D or Class E airspace. Unless otherwise authorized, each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft.

**5. CLASS E-** Generally, if the airspace is not Class A, Class B, Class C, or Class D, and it is controlled airspace, it is Class E airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at

either 700 or 1,200 feet AGL used to transition to/from the terminal or en route environment, en route domestic, and offshore airspace areas designated below 18,000 feet MSL. Unless designated at a lower altitude, Class E airspace begins at 14,500 MSL over the United States, including that airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska, up to, but not including 18,000 feet MSL, and the airspace above FL 600.

**CONTROLLED AIRSPACE [ICAO]-** An airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

(Note: Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D, and E.)

**CONTROLLED DEPARTURE TIME PROGRAMS-** These programs are the flow control process whereby aircraft are held on the ground at the departure airport when delays are projected to occur in either the en route system or the terminal of intended landing. The purpose of these programs is to reduce congestion in the air traffic system or to limit the duration of airborne holding in the arrival center or terminal area. A CDT is a specific departure slot shown on the flight plan as an expected departure clearance time (EDCT).

**CONTROLLED TIME OF ARRIVAL-** The original estimated time of arrival adjusted by the ATCSCC ground delay factor.

**CONTROLLER-**

(See AIR TRAFFIC CONTROL SPECIALIST.)

**CONTROLLER [ICAO]-** A person authorized to provide air traffic control services.

**CONTROL SECTOR-** An airspace area of defined horizontal and vertical dimensions for which a controller or group of controllers has air traffic control responsibility, normally within an air route traffic control center or an approach control facility. Sectors are established based on predominant traffic flows, altitude strata, and controller workload. Pilot-communications during operations within a sector are normally maintained on discrete frequencies assigned to the sector.

(See DISCRETE FREQUENCY.)

**CONTROL SLASH-** A radar beacon slash representing the actual position of the associated aircraft. Normally, the control slash is the one closest to the interrogating radar beacon site. When ARTCC radar is

operating in narrowband (digitized) mode, the control slash is converted to a target symbol.

**CONVECTIVE SIGMET-** A weather advisory concerning convective weather significant to the safety of all aircraft. Convective SIGMET's are issued for tornadoes, lines of thunderstorms, embedded thunderstorms of any intensity level, areas of thunderstorms greater than or equal to VIP level 4 with an area coverage of  $\frac{4}{10}$  (40%) or more, and hail  $\frac{3}{4}$  inch or greater.

(See AWW.)

(See SIGMET.)

(See CWA.)

(See AIRMET.)

(Refer to AIM.)

**CONVECTIVE SIGNIFICANT METEOROLOGICAL INFORMATION-**

(See CONVECTIVE SIGMET.)

**COORDINATES-** The intersection of lines of reference, usually expressed in degrees/minutes/seconds of latitude and longitude, used to determine position or location.

**COORDINATION FIX-** The fix in relation to which facilities will handoff, transfer control of an aircraft, or coordinate flight progress data. For terminal facilities, it may also serve as a clearance for arriving aircraft.

**COPTER-** (See HELICOPTER.)

**CORRECTION-** An error has been made in the transmission and the correct version follows.

**COUPLED APPROACH-** A coupled approach is an instrument approach performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment. In general, coupled nonprecision approaches must be discontinued and flown manually at altitudes lower than 50 feet below the minimum descent altitude, and coupled precision approaches must be flown manually below 50 feet AGL.

(See AUTOLAND APPROACH.)

Note: Coupled and autoland approaches are flown in VFR and IFR. It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.

**COURSE-**

a. The intended direction of flight in the horizontal plane measured in degrees from north.

b. The ILS localizer signal pattern usually specified as the front course or the back course.

c. The intended track along a straight, curved, or segmented MLS path.

(See BEARING.)

(See RADIAL.)

(See INSTRUMENT LANDING SYSTEM.)

(See MICROWAVE LANDING SYSTEM.)

**CPL [ICAO]-**

(See ICAO term CURRENT FLIGHT PLAN)

**CRITICAL ENGINE-** The engine which, upon failure, would most adversely affect the performance or handling qualities of an aircraft.

**CROSS (FIX) AT (ALTITUDE)-** Used by ATC when a specific altitude restriction at a specified fix is required.

**CROSS (FIX) AT OR ABOVE (ALTITUDE)-** Used by ATC when an altitude restriction at a specified fix is required. It does not prohibit the aircraft from crossing the fix at a higher altitude than specified; however, the higher altitude may not be one that will violate a succeeding altitude restriction or altitude assignment.

(See ALTITUDE RESTRICTION.)

(Refer to AIM.)

**CROSS (FIX) AT OR BELOW (ALTITUDE)-** Used by ATC when a maximum crossing altitude at a specific fix is required. It does not prohibit the aircraft from crossing the fix at a lower altitude; however, it must be at or above the minimum IFR altitude.

(See MINIMUM IFR ALTITUDES.)

(See ALTITUDE RESTRICTION.)

(Refer to FAR Part 91.)

**CROSSWIND-**

a. When used concerning the traffic pattern, the word means "crosswind leg."

(See TRAFFIC PATTERN.)

b. When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.

(See CROSSWIND COMPONENT.)

**CROSSWIND COMPONENT-** The wind component measured in knots at 90 degrees to the longitudinal axis of the runway.

**CRUISE-** Used in an ATC clearance to authorize a pilot to conduct flight at any altitude from the minimum IFR altitude up to and including the altitude specified in the clearance. The pilot may level off at any intermediate altitude within this block of airspace. Climb/descent

within the block is to be made at the discretion of the pilot. However, once the pilot starts descent and verbally reports leaving an altitude in the block, he may not return to that altitude without additional ATC clearance. Further, it is approval for the pilot to proceed to and make an approach at destination airport and can be used in conjunction with:

**a.** An airport clearance limit at locations with a standard/special instrument approach procedure. The FAR's require that if an instrument letdown to an airport is necessary, the pilot shall make the letdown in accordance with a standard/special instrument approach procedure for that airport, or

**b.** An airport clearance limit at locations that are within/below/outside controlled airspace and without a standard/special instrument approach procedure. Such a clearance is NOT AUTHORIZATION for the pilot to descend under IFR conditions below the applicable minimum IFR altitude nor does it imply that ATC is exercising control over aircraft in Class G airspace; however, it provides a means for the aircraft to proceed to destination airport, descend, and land in accordance with applicable FAR's governing VFR flight operations. Also, this provides search and rescue protection until such time as the IFR flight plan is closed.

(See INSTRUMENT APPROACH PROCEDURE.)

**CRUISE CLIMB-** A climb technique employed by aircraft, usually at a constant power setting, resulting in an increase of altitude as the aircraft weight decreases.

**CRUISING ALTITUDE-** An altitude or flight level maintained during en route level flight. This is a constant altitude and should not be confused with a cruise clearance.

(See ALTITUDE.)

(See ICAO term CRUISING LEVEL.)

**CRUISING LEVEL-**

(See CRUISING ALTITUDE.)

**CRUISING LEVEL [ICAO]-** A level maintained during a significant portion of a flight.

**CT MESSAGE-** An EDCT time generated by the ATCSCC to regulate traffic at arrival airports. Normally, a CT message is automatically transferred from the Traffic Management System computer to the NAS en route computer and appears as an EDCT. In the event of a communication failure between the TMS and the NAS, the CT message can be manually entered by the TMC at the en route facility.

**CTA-**

(See CONTROLLED TIME OF ARRIVAL.)

(See CONTROL AREA [ICAO].)

**CTAF-**

(See COMMON TRAFFIC ADVISORY FREQUENCY.)

**CTRD-**

(See CERTIFIED TOWER RADAR DISPLAY.)

**CURRENT FLIGHT PLAN [ICAO]-** The flight plan, including changes, if any, brought about by subsequent clearances.

**CURRENT PLAN-** The ATC clearance the aircraft has received and is expected to fly.

**CVFP APPROACH-**

(See CHARTED VISUAL FLIGHT PROCEDURE APPROACH.)

**CWA-**

(See CENTER WEATHER ADVISORY and WEATHER ADVISORY.)